4:Grajdanzev--155-156 S-4 (no date) 1942 Formosans
116, 167, 457, 484, 563, 871, 177.43 Japan
636.43

"One must, however, consider the invisible items in the balance of payments. The Chinese of the island rarely emigrate from Taiwan; as we have [156] already seen, the number of islanders living abroad is negligible. There are about 1,300-1,500 Taiwanese students in Japan proper, but their support by their parents and relatives can hardly cost more than one million yen a year——a small quantity in comparison with the figures involved. The islanders do not travel abroad, they have no investments abroad from which they draw income and there are only a few foreigners on the island, so that the general picture of an island having economic connections exclusively with Japan remains undisturbed."

11: Haguenauer--27 [4] T-3 (no date) 1929 Formosans
116, 484

The railroad running south to Takao from Tansui passes through Itabashi. Tourists usually stop at this station to go visit the Chinese garden of Li Pen-yuan.

15: U.S. Navy --22 [4]
116, 198, 484, 563, 177.19
636.19

(no date) 1944

Formosans
Japanese

"By making use of the Japanese language necessary in business, education and communication, the administrators of the island have created the foundation of a unity unknown in pre-occupation days. The ease of travel throughout the island is tending to blur rapidly the lines of cultural differences among the educated Formosans. All three Chinese groups are represented among the settlements along the east coast, to which many have been encouraged to move by Japanese interests."

15: U.S. Navy --23 (no date) 1944 Formosans
116, 162, 609, 563, 484

"The Cantonese. The people of Cantonese origin have always remained rather distinct and have been considered as foreigners. They numbered 'about 100,000' in 1930. As a group they have become identified with small-scale banking and wholesale trading. They have maintained their contacts with the mainland, and, when travel was possible, many spent part of each year at Canton."

15: U.S. Navy --24
116, 484, 493, 511

(no date) 1944

Formosans

"Any tendency to move about within the island is held to a minimum because of limited rail and bus services, the absence of private motor vehicles, and the absence of incentives other than commercial interest. An agricultural population which has no surplus of cash finds little reason to move about from place to place. The tourist or sightseeing traffic is from Japan Proper or created by the Japanese upper class who are resident on the island. Commercial traffic along the main railway lines consists of agents travelling from centers of production to the ports and marketing centers."

15: U.S. Navy--24 [6] (no date) 1944 Formosans
116, 484, 788

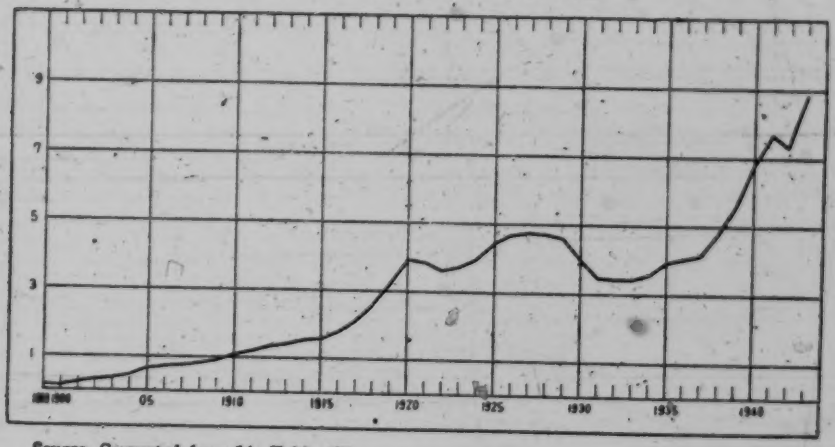
"Few Formosan-Chinese have an opportunity to travel for pleasure or sightseeing, and that which is performed is often done as a pilgrimage to some well-known or favorite shrine or temple. Following the example of the Japanese, Formosans of the upper and middle classes have begun to frequent the hot-spring resorts (around Shirin and Hokuto in the north, near Giran on the northeast and north of Koshun on the southern peninsula)."

48: Chen E-4 (no date) 1955 ADl Formosa ADl

15. *Change in the Way of Life*

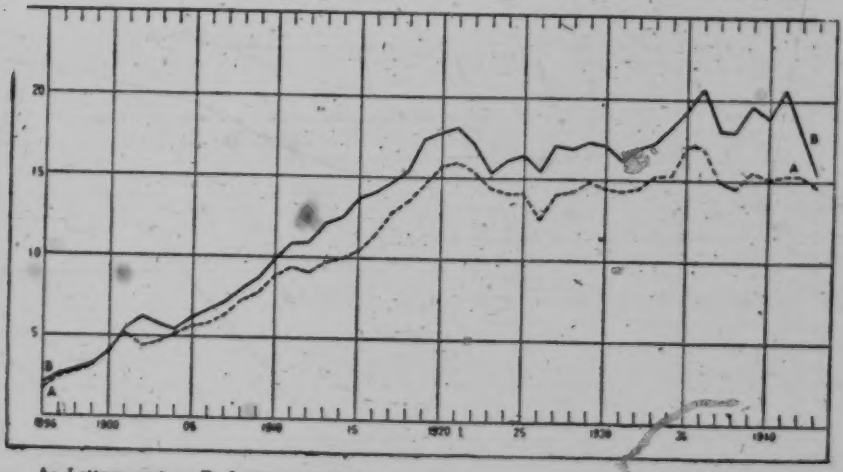
In response to the various changes which took place during the Japanese era, the way of life of the Taiwanese had gradually changed. There is much data on this point, but we can only describe some of it in this limited space. The increase in the mobility of the people should be pointed out first. How many times each person has

Fig. 7: Number of Times Traveled on Government Owned Railroads Per Capita Per Annum, Taiwan, 1899-1943



Source, Computed from 14: Table 433

Fig. 8: Number of Letters Received and Sent Per Capita Per Annum, Taiwan, 1898-1943



A: Letters sent B: Letters received
Source, Computed from 14: Table 412

48: Chen E-4 (no date) 1955 AD1 Formosa AD1

178 484 traveled by train annually, and how many letters he has received and sent annually may be taken as an index of the mobility. The increase in the frequency of travel and the increase in the number letters received and sent are signs of the wider sphere of activity and higher mobility. The increase since 1920 was particularly remarkable (Fig. 7, Fig. 8).

Figure 7 was the number of times of travel per capita per annum on government owned railroads, and does not include travel on privately owned railroads and bus lines. When the latter is included, the figure rises as indicated in Table 7. During the later ars of Japanese rule the mobility had increased markedly. In 1938, the number of times traveled per capita per anum was 17.19, but it had risen to 23.64 by 1942.

Table 7: Number of Passengers on Train and Bus Lines in Taiwan in Selected Years

	1938	1942
1. Government-owned Railroads	27,179,194	46,342,569
2. Privately-owned Railroads	2,002,456	1,962,017
3. Government-owned Bus Lines	8,207,474	9,413,577
4. Privately-owned Bus Lines	53,644,809	81,536,398
Total	91,033,933	139,254,561
5. Total Population	5,267,005	5,891,848
Average times travelled Per Capita Per Annum	17.19	23.64

Source: 14, 1: Table 433; 2: Table 446; 3: Table 458; 4: Table 459; 5: Table 64.

262 The consumption of food had also increased. Here we will take sugar and pork as an example (Table 8).

Table 8: Per Capita Per Annum Consumption of Sugar, Taiwan[11]

Year	Per Capita Per Annum Consumption
1903-1909	2.79 kilograms
1910-1920	5.26 kilograms
1921-1925	6.13 kilograms
1926-1938	8.87 kilograms
1939-1943	14.41 kilograms

In later years of World War II the transportation between Taiwan and Japan was hampered by the allied forces, and no doubt, the jump in the amount of consumption in the last period (1939-1943) of the table 8 includes some sugar which was actually stocked in warehouses in Taiwan. For comparision, the per capita per annumn consumption of sugar in other parts of the world in 1939 was as follows. Netherlands was the highest consumer: 81 kilograms. Denmark and Australia came to next, more than 50 kilograms. Britain, U.S.A., and Canada were nearly 50 kilograms, Italy and Portugal were about 9.5 kilograms. India was 6.7 kilograms, Java: 4.6 kilogram, China mainland: 1.8 kilograms. The average of 1939-43 in Tawian was 14.4 kilograms[12].

Note 11: Taiwan Sugar Yearbook, 1947, Taipei, Table 55.
Note 12: op. cit., Table 106. cf. 27: Table 144, Table 145.